AMERICAN JOCKEY CLUB.

Third Day of the Spring Meeting.

Heavy Track, Dull Weather, Disappointed Sportsmen.

THE FAVORITES BEATEN IN EVERY RACE.

Sights and Scenes on the Quarterstretch.

Chillicothe the Winner of the Mile Heats, Judge Durell of the Jockey Club Handicap, Nellie Gray of the Ladies' Stakes, Belmont of the Selling Sweepstakes and Climax of the Members' Cup.

What an intensity of stillness reigns all over the wace track just before the grand stand becomes nanted with the moving, breathing and surging crowds of people!

Jerome Park is as quiet as some old ancestral do un, whose lord is absent travelling in some far off ands spending his patrimony. Just before a race.

There stands the Club House on the bluff, and no a soul has as yet invaded its capacious balcony or its airy corridors. Yesterday was as dull a day for During the morning the sun coquetted with the slouds, and was fickle as the smiles of a woman.

The grand stand is very silent, too; and with the exception of the horses cautering up and down the heavy track, which in places is dotted with pools of luggish and dirty water, there is nothing in the scene to disturb the harmony of nature. Here and tere a bird is singing in the leasy branches of the rees, and the smooth, grassy turi looks refresume to the eye of the first comer.

Now a carriage appears on the hillton, behind the Club House, the horses dragging and panting and weating up the incline, and a dainty face peeps cut and looks anxiously at the sky. The fair owner of the fair face seems somewhat reassured, for in a moment, as the equipage draws up the gravelied causeway to the Espianade, with a crash and a bang, the lady, followed by another, equally fair, scends from the step with a light bound, showing a dear little foot and a snowy and frilled skirt.

Now a four-in-tand comes sweeping along, the horses throwing back their necks and pawing the ground with their feet like the coursers of the Sun, eautiful blooded animals that they are.

A mile off can be heard the whistle of the in-

ing train loaded with excursionists. Pretty soon long files of pedestrians stream up the leafy lane leading from the depot to the course. The men with the natty scarfs, loud breastpins and velvet coats may be set down for a certainty as those who buy pools. These men do not look at the green the wild flowers or the brambles in their path, The sweet voices of the singing birds have no charm for them. Wave after wave of these people come ward like the foam and breakers on a coast, and they dash up against the entrance gates in eddies, and surge back into line to buy badges or tickets under the charge of the police.

Where the wild brier skirts the leafy lane and un-

ier the locust and larch leaves groups of itinerant ddiers swarm in close and compact retinue. The monade man is an attraction to one in search of character. His beverage is a vile drug made of vinegar, moiasses and dirty water. With the most hardened effrontery he levies a tax of ten cents per giass on each thirsty foot passenger who stops at his booth. He is a keen-eyed old fellow, with a greasy and ragged coat, and while lading out his poisonous iquid the iron of remorse does not enter his soul.

onade merchant, who seems intuitively to regard him as an enemy.
"How much will you take for that pail of slush,

A pool buyer sto is for a moment to chaff the lem-

me old duffer?" asks the pool buyer. "I don't sell slush, and I'm not a duffer, my keno friend," answers the lemonade man, and a chorus

of laughter from the joking crowd makes the pool buyer move on his way.

The banana man succeeds to the lemohade man. beat. He is a little, withered, dried up atom. with the face of a mummy and an expression of crabbedness about his pursed up mouth that would give any one who looked long upon his lineaments the dyspepsia. About five feet five inches in height and with a pair of ferret eyes, he dangles a basket of pestilential cherries on one arm and from the other depends a large bunch of bananas. The impudence of the man is frightful. Suddenly he stops in front of a lady, who is intent apon the horses, and snakes his bananas at her in a menacing manner.
"Bananas, mum-twenty-five cents apiece-all

ripe and sweet, mum. Bananas, mum-twentyave cents apiece-best in the world, mum." This uncouth specimen has hannied public places

in and around New York for the last twenty years. Sometimes he appears with woodcock and grouse in the season, and hothouse grapes or other fruit, and then he disappears awhile, and those whom he has haunted with his shrilly pertinactous cries, began to hope that he had gone to his repose in Greenwood or Cypress Hills, when all at once he is vomited forth again to plague people. If he were even good looking he might be tolerated, but a woman likes not to ok upon such a badly-favored face as his, and seldom does a woman buy of his wares.

And now the teams and turnouts crowd fast upon each other and brush by with tearing pace to obtain good position. Negro boys with flaming red caps

a good position. Negro boys with faming red caps run around in a frenzy, demanding of each driver that he shall allow them to hoot his horse or horses. A ribbon of sitk and veivet and tassue, with acre and there a segment of black costs and alphae hats, whos down simiously from the titue House and around the binif and across the frack, and shon the Grand stand is pretty well filled with bright holiday costumes, although many of the ladies could have wished that they had brought their water-proofs and storm wraps, for the day, though warm, is damp, and the track is a great pool of soggy mire. There is no music to-day at the races, and that makes the fite dull and desperate. There is nothing to be done to-day but to cat and driak, and as the rain comes down in a cheerless drizzle, hampers are opened, and some people venture to throw themseives on the mercy of the fite, a who selfs chowder was made, unto one day a butcher from Washington Market took hira into his confidence, and informed him that the vender of the chowder was in the habit of visiting the fish market to purchase all the refuse coals leads and second hand claims which he could find, and from these delectable highered unwary and hunder, and A fellow conspirator of the chowder man is the pig's foot merchant. A pig's foot, when well cooked and before it has passed its majority subsequent to the death of the porker to whom it once belonged, is not bad to take. But when the pig's foot has

been exposed successive days to the wrath of the elements and the boiling heats of a June sun the pig's foot becomes too gamy in its favor, and all the painting of a vivid fancy cannot render it toethsome.

There are nearly five thousand people here to-day, and it is a curious study to watch their faces and see therein the different surface indications of what

passes within their souls.

Look at that big, burly politician, who has cibowed his way into decent society for the first time in his life. He has fought his way to the Grand Stand through sher cheek and brassy impadence. Among that kid gloved and essenced and sliken and broaddoth clad assemblage he is a stranger in spirit. His thoughts are of the slums and of the primaries of chicane and of the coming nominations in the fail. Of the lowest strata of clay of which God made men, while in Rome it is not possible for him to do as the Romans do. His by g, fat hands are cased in dogskin gloves, and his eye wanners furtively among his neighbors of a better grade than himself, vanily seeking recognition, but he meets with no welcoming glance. He will go home dissatisfied with himself and every one whom he sees around him, and will only regain his equanimity when he meets with a dependent shoulder-hitter who desires his influence to be placed upon the police.

Ten feet from the politician, and regarding him with quiet wonder, if not contempt, is his exact opposite—a young man who has been born in the purple, and whose worst remembrances are of days of laxury and case and nights of dissipation and racking headoches from the champagne which be Asses within their souls. Look at that big, burly politician, who has elbowed

has drunk. The tailor whom he patronizes has expended all his art upon that young man's form. He is a twenty-five years of age, and he is blasd as Rousseau when he wrote "Serveile Heioise." His trousers are of the finest cott, of the finest cut, and fit his manivers though not so closely yet as well as the sinken rights fit a ballet coryphate. His boots are of French kid, fiexblie as a glove, and they cover his small feet with mathematical exactitude. He has planty of money, and cannot spend it last enough. "Grope and is last capitals are to him as the pages of an open book. What more has he to doen that he has not seen or done in his short life? Nothing, absolutely nothing. It would bere him to drath to listen five minutes to Nisson or to be conscilled to look at a painting by kubens. The problem of his hie, not yet solved, is simple enough. Can he get better-litting trousers or nicer boots than those which he now wears? Once this problem is solved he can only die—his cup will be full.

And here again is a hird picture. It is that of a fresh young country girl, whose cheeks are rosy with excitement, and whose lips resemble ripe strawberries. Her little ears are shaped like shells, and her ingers taper in their whiteness down to the pink nails at their points. This young girl, as she sits on the Grand Stand, is as lovely as a spring flower, and the world is new to her and the grapes have not soured yet, and no powder or paint has ever solied her fair, young, girlish and pure face. A diamond cannot be brighter than the glance of her dark bine eyes, and when the horsee start she claps her hands for very joy, and when the its delightful to look upon her lace beaming with enthusiasm and glanness. An, well, lackaday! Ten years from now the lines of care may have set in her features, and her step may not be so free and her glance may not be so bright for it is the result of Time's work, and has it not been said that the roses shall wither and all things shall decay? A roce course brings its sad and its glad reflectio

Time's work, and has it not been said that the roses shall wither and all things shall decay? A race course brings its sad and its glad reflections as well as the dungeon and the shout of victory on a well-won battlefield.

AT THE CLUB HOUSE the usual magnificent equipages crowded every drive leading up to the broad plazza. Four and even six in hands, with flunkies mnumerable, drove up constantly, and deposited their fait freight of sades. The face of nature, at least, at an early hour yesterday, bore a groowy aspect, and grained savagely at any outward display. But the delicious drive was the same as ever. The green grass retreshed the vision, the rich foliage of the Park looked beautiful in its kileidoscopic shades, the splendid road resounded with the noise of many whoop; carriages, burgies, dog carts and other vehicles rattled quick! over the ground, and altogether the scene was lively and picturesque. Equipages came at intervals up the gravelled warks, and on each arrival a dozen waiters, headed by the omnipresent steward of the club, Frederick, were on the qui vice. The music stand was unaccountably deserted, and the blare of the usual brass banal from Fort Hamilton was unheard. The principal memoers of the club and their friends were present. Among THE NOTABILITIES we may mention ar. Pellowes, Mr. Leonard Jerome, Judge Bedford, Mr. Hosea B. Perkins, Mr. James Donahue, superincendent Free Lagor Bureau; Mr. George H, Purser and tamily, Mrs. Samuel G, Courtney, Mr. John G. G. Yoch, ex-Sheriff O'Brien, Judge Shandley, Charles Moss, Judge Monson, Mr. Poluer and lady, Fort Washington; Dr. Jackson, Messre. Freeman and Williams, Excise Commissioners: Commodore and W. H. Vanderbilt, Mr. and Mrs. Ackerman; the peauliful blonde, Mrs. Pettle; Mr. and Mrs. Parkes, of Brooklyn; ex-Mayor Gunther, Mr. Constable, one of the most entirent members of the club; Mr. Cameron, Mr. Poling, Mr. Braner Saniord, Colonet Pierce, of New Hampshire; Mr. and Mrs. Jonn Moclaye, with Mrs. Herring, sister of Peter B. Sweenv. A least 20) o

maker's art in the combinations of two lovely shades of purple, in which the usual arrangement was reversed and the lightest shade used for the garniture.

A handsome tollet, in black gros grain had the skirt encircled with a unique garniture compresed of sections of box-plaits separated by dagonal rows of "unitp" trimming edged with narrow black thread lace. There was no overskirt, and the handsome basque was much longer than usual, in a modified position shape, trimmed with black thread lace placed over white sik tringed on the edge. A nandsome India shawl was thrown carelessly over the arm and the tollet was crowned with a becoming gypsy of white chip trimmed with black lace and ne winte flowers.

Costumes en cachenine were en regle for the changeable weather. One, composed of a black sik skirt trimmed with gracefully sestioned flounces embroidered with white, and a long desemped casaque of black cashmere, embroidered to match, was greatly admired. Another was of gray, the skirt of sik, with stone-colored ruchings, the casaque of cashmere, trimmed with deep fringe of stone-color interimingted with gray tassels. Fins was stylish in the extreme, although quaker-like in its ship-ficity. A tollet of rich sik in two colors, gray and brown, was so artistically arranged that it was a pleasure to contemplate it. This bows of gray ornamented the spaces in the deep, brown flounce which bordered the skirt, the beauing to which was composed of nandsome roule axis of the two shades, surmounted by a beading sumitar to that on the skirt, and the basque was trimmed to match. The two colors were most beautifully blended in the chapeau, which was of crèpe and gros grain ribbon, ornamented with creamy, full-blown roses.

The Laddes' stakes, for none of the mud-covered horses (leminine gender) and their riders with intense delight. Gioves and necktes were flong around reckiessiy, and when the unexpected Nelhe Grey crossed the string the second time abead of all her competitors there was a pretty lettle wait went from the plazza

THE RACING.

The heavy rain of yesterday morning made the track resemble one vast mass of soft mortar, and many of the horses engaged to start in the various races were kept in their stables in consequence. We never saw a worse track than was that of Jerome Park when the bell sounded for the horses to prepare for the first race; yet, notwithstanding the mud and slush through which the horses had to run, they made capital races in most extraordinary time under the circumstances. Every contest was well contested during the day, the Ladies' Stake being particularly fine. Five races were run during the atternoon, and the horses in each were stoutly backed by their respective admirers. There was a very large amount of money in the pool-box of Un-derwood & McGowan at the end of the day; proba-

biy eighty thousand dollars or more.

The first race was mile keats, which had five entries, but the owners of Judge Curtis and Echo would not let their horses start. Three horses, however, came to the post and made a capital race. Tuese were Mr. D. J. Crouse's brown cost Childcothe, by Lexington, dam Letta; Mr. H. Gaffney's chestnut horse Santord, by Uncle Vic, dam Dolly Carter, and Mr. John Brougham's black gelding Gerald, by Mickey Free, dam Rosette. Chillicothe won the race in a snort rubber, Sanford being second in each heat. Ch incothe was a great favorite, selling for about two to one over the field after it was ascertained that Judge Curtis would not

The second race, which was the Jockey Club Handleap, had but five starters out of twenty-two entrances and seventeen acceptances. These were Mr. John Coffee's chestnut colt Judge Durell, by Lexington, dam Laura, by Leviatnan, brother to Harry of the West; Taylor Page's bay colt Hamourgh, by Lexington, dam by Alex. Churchill; Mr. A. Belmont's chestant flip Finesse, by Lexington, dam imported Pilligree; Thomas W. Boswell's cnestnut flip Ecliptic, by Eclipse, dam Nina, by Boston; and Stringfield and Butler's bay colt Quintard, by Liverston, dam Blazelia. The distance was two mites, and it was run in excellent time, considering the condition of the track. Judge Durel won the race in gallant style. Hamburg was a great favorite, Finesse being second choice in the betting, and the "knowing ones," or, as they are generally styled, "the talent," feil heaviry. Judge Durell proved himself, on this occasion, a horse of great stamina as well as speed, He was well ridden by "Bobby" Sum, who made a watting race for a table and three-quarters, when he brought the horse to the front and won in splendid style. Finesse cut out the work and showed the way for a mile and three-quarters, but then she succumbed to the pressure of those of greater enqurance, and at the finish of the race was fourth. Lexington, dam Laura, by Leviatnan, brother to

Quintard had no chance in the race at all, as he was left at the post at the start, losing flity yards to begin with, and was unable to gain an inch afterwards. Hamburg ran a zame race; but the distance was rather too much for him in the deep slush. He secured second place. Ecliptic being third. The result of this race was another Waterloo deleat to "the talent," as they lost heavily on Hamburg.

The third race was the great feature of the day, and, although only six filles came to the post out of

heavily on Hamburg.

The third race was the great feature of the day, and, although only six filles came to the post out of the fifty entires, they made a most exciting and very fast race. The favorite won, but the New Yorkers generally lost by backing Mr. Saniord's bay filly, Madame Dudley. The latter was not up to the mark in condition and had been off her leed for some time. The six fillies that started in the race were Mies Keily's gray filly Neille Gray, by Commodore, dam by imported Sovereign second: M. A. Lattell's gray filly Mary Louise, by Laghtning, dam by Sovereign; M. H. Saniord's bay filly Madama Dudley, by Lexington, dam Engless; John O'Donneil's gray filly Mary Louise, by Laghtning, dam by Sovereign; M. H. Saniord's bay filly Madama Dudley, by Lexington, dam Britannia fourit; W. R. Babcock's chestnut filly Nelhe Ransom, by Jack Malone, dam Vesser Light, and John O Donneil's chestnut filly Fanchon, by Australian, dam ld cwild. The latter only ran a trifle over a mile and then stopped. Nellie Gray won the race in gallant style, making a waiting race with Malame Ludley undil near the beginning of the last quarter of a mile, when she shook off ner travelling companion and made her devoirs to Mary Jark, who had been leading from the start. Nellie captured Mary one hundred yards from home. The latter, nowever, ran a gallant race throughout, and finished strong. Nellie Gray, it will be remembered, ran in the Belmont stakes, and when her jockey found that she could not overtake Harry Bassett, she was pulled up in font of the stand. Had she been allowed to have run all the way to the floish there is no donot that she would nave beaten both Stockwood and by the Sea.

The fourth contest was a selling race, and

is no doubt that she would have beaten both Stock-wood and By the Sea.

The fourth contest was a selling race, and there were out two entries—Colonel McDamel's bay coil Belmont and B. G. Thomas' bay filly Sajaria. Belmont won the race with the greatest case by ten lengths. He was a big favorite before the start. He was sold at anction after the race and knocked down for \$1,000, the price he was entered to be sold for. Belmont will still be one of Colonel McDamel's stable.

stable.
The fifth race was an interesting affair, it being

quarter pole Finesse led four lengtas. Hamburg second, two lengths in front of Judge Durell, who was one length and of Ecliptic, the latter being a dozen lengths in front of Quintard. They were in the same position at the bluit. They then passed around the hill and were lest to the view; but when they came in sight on the lower turn Finesse led two lengths, Hamburg second, six lengths ahead of Judge Durell and Ecliptic, who were running head and head, twenty lengths in alyance of Quintard. They dashed up through the slush to the samd, Finesse leading under the wire lour lengths, hamburg second, four lengths in front of Judge Durell and Ecliptic, who were about twenty lengths c car of Quintard. Going around the upper turn Hamburg closed up to within two lengths of Finesse and the others closed on him, and as they passed around the bluff rinesse was two lengths in front of Hamburg, the latter leading Judge Durell three lengths. Ecliptic lour lengths mirtner off, with Quintard far behind. The horses then passed out of sight, and when they were seen again on the lower turn Finesse, Hamburg and Judge Durell were side and side, Ecliptic, several lengths behind. Judge Durell then went to the front and entered the homestretch a length ahead of Hamburg, Finesse third and Ecliptic lourts. Dured at this time had all the others beaten, and ac came home a whoner of a good race easily by four lengths, Hamburg second, three lengths in front of Ecliptic, the latter leading Finesse two lengths, Quintard was a long way behind. Time of the two miles, 3:47.

THE THIRD RACE.

THE LADIES' STAKES—A Sweepstakes for fillies, three years old; \$100 entrance, half forfett, \$1,000 added; \$300 out of the stakes to second filly; one mile and five furiougs. Closed with fitty nomina-

John O'Donneil entered g. f. Mary Lorise, by Lightning, dam by Sovereign
M. H. Sannord entered b. f. siaclame Dudley, by Lexington, dam Brittania 4th
W. R. Babcock entered ch. f. Nellie Ransom, by Jack Majone, dam Vesper Light.

John O'Donnel entered ch. f. Fanchon, by Australian, dam idewild

Time, 5:08.

THE BETTING,

Sanford.....\$\$50 700 1,100 1,000 1,800 2,0
Miles Kelly...\$20 500 640 800 1,200 1,20
Miles Kelly...\$20 500 640 800 1,200 1,20
Littell....\$160 200 220 200 600 6
Littell....\$210 150 130 210 600 6
Freid....\$210 150 130 210 600 6

THE BACE.

The filles had a capital start, and went around the bluff in a bunch. Nedle Gray leading, Madame Dudley second. Nedle Gray leading, Madame fourth, Mary Louise fitth and Fauchon sixts. When Dudley Second, Neille Kansom third, Mary Clark fourth, Mary Louise fitth and Fauchon sixth. When they came in view on the lower turn Mary Clark fourth, Mary Louise, Madame in the best of it by two lengths, Mary Louise, Madame pudley and Neille Ransom head and head, Fanchon a lew lengths behind. They came on the homestretch in a cluster, and when they passed in front of the stand Mary Clark was leading three lengths, the others so close together that it was lapossible to say which was second or third. On the upper turn Mary Clark led two lengths, Madame Dudley and Neille Gray side and side, a length in advance of Mary Louise, Fanchon falling behind, and stopping before sue reached the quarter pole. When the filles came down to the bind Mary Clark had the lead by two lengths, Neille Gray second, Madame Dudley third, Mary Louise fourth, Neille Ransom Bidh. As soon as they wheeled to the right of the hill Neille Gray made her run and was soon close up to Mary Clark Madame Dudley falling off with Mary Louise and Neille Ransom. At the three-quarter pole Mary Clark Madame Dudley, who was four lengths in advance of Marjudies, the latter being ten lengths ahead of Neille Ranson. Neille Gray then put on the pressure, and, coming up the homestretch, won the race easily by three lengths—Mary Clark second, fifteen lengths ahead of Mary Louise, who was one length in advance of Madame Dudley, the latter being ten lengths ahead of Mary Louise, who was one length in advance of Madame Dudley, the latter being ten lengths ahead of Neille Ransom. Time of the dash, 3:04.

lengths ahead of Nellic Ransom. Time of the dash, 3:05.

THE FOURTH RACE.

SELLING SWEEFSTAKES, all ages; \$30 cach, play or pay; \$600 added; horses to be sold for \$1,500 to to carry their appropriate weights, for \$1,000 allowed 7 lbs., for soon allowed 12 lbs.; one mile and three-quarters; the winner to be sold at action.

D. McDaniel cutered b. c. Belmout, by Lexington, dam Alabama, 4 years old, \$1,000.

B. G. Thomas entered b. f. Talaria, by Australian, dam Lady Taylor, 4 years old, \$500.

The BETS NO.

Belmont. \$500 1,100 550 500 525 Talaria. 200 400 140 160 165

The Borses had an even start and kept together around the bluit. They were head and head on the

tor, by Second Albion, dam by College old, 138 lbs. Time, 1:53.

NARRAGANSETT PARK.

The Races Postponed on Account of the Rain Storm-The Unfortunate New Yorkers "Vamose."

PROVIDENCE, June 15, 1871. In consequence of a severe rain storm, which raged here until two o'clock this afternoon, the races of to-day were postponed at Narragansett Park. The arrangement agreed upon is that the purse of \$500 for horses ot over four years old and the premium of \$2,000 for horses that had never beaten 2:23 should go over until Saturday, and the purses of \$1,000 for the 2:50 borses and free for all be settled to-morrow, as originally indicated. The disastrons result attending the all-adv.sed judgment of the New York betting fracterity in regard to yesterday's contest produced such a demoralizing effect among the most unfortunate that they left the city as soon as practicable, meaning to try conclusions with the "jumpers" at Jerome to get even.

MASTER CAR BUILDERS' CONVENTION.

Master Car Builders' Meeting in Richmond-Important Subjects Considered-Improvements in Henting and Ventilating Cars-Lessening the Weight of Passenger Coaches-Collation at the Tredegar Iron Works.

RICHMOND, Va., June 15, 1871. In the Master Car Bullders' Convention several important subjects were discussed, and but lew acted upon. The ventilation or heating of cars occupied the greater portion of the morning, but without adopting any plan the subject was recommitted, to be reported upon at the next annual meeting.

A report stating that the deadweights could not be lessened, following out the ordinary design of passenger and freight cars, until the loads were de creased and lighter locomotives put on the train occasioned a lengthy discussion. Mr. GAREY, of the Harlem road, suggested a

coupling bar to extend the entire length of the train, on which the train would oscillate as one car. He thought the responsibility of this rested on the on which the remn would oscinate as one car. He master car builders.

Mr. Smith, of the Erie road, said that their road had recently reduced the weight of coaches one-eight. They were now building coaches weighing fity-three thousand pounds. They reduced their deadweights by using the very best of refined iron. They had not attempted to reduce the weight on freight cars.

They had not attempted to reduce the weight on freight cars.

Mr. Lockwood, of the Camden and Amboy road, said that company was now building coaches lorty-two feet long, which weighed from twenty-six thousand five hundred to twenty-seven thousand bounds. Their freight oars weighed thrty-two thousand pounds, and they would safely carry a weight of twenty-nine thousand pounds.

Mr. Sayern suggested that each member of the association build a freight car twenty-eight by nine feet, with eight wheels, as light as could be done, and report the size, weight and running of the car to the next convention.

The President thought the suggestion a perfectly feasible onet and one which was eminently practice.

tical.

A resolution was passed requesting the superinfendents of the different railroads to allow the master car builders to make such cars as experiments.

Mr. Fay, of the Grand Trunk Railroad, Canada,
thought that it would be best to have some general
design by which these cars should be built.

Mr. Van Houten movel that the report of the
committee be adopted which was unanimously
done.

lone.
Mr. Baken, of the New Jersey Transportation
Company, submitted a report from the Committee
on Platforms and Compiners, which was adopted. Company, submitted a report from the Committee on Platforms and Couplings, which was adopted, recommending that the different roads adopt some standard for the height from the track to the top of the platforms and the centres of the bumpers or couplings. This would do away with a great deal of the danger of one car riding the platform of another. The nearer the platform is to the line of the car the stronger it would be and the better able to resist the strain or snock of a sudden stoppage. They recommend that the couplings be made so that they can be fastened close together and with as little play as possible. They also recommend the adoption of safety chains to be used in case of the breaking of a coupling.

The Committee on I links and Pins recommended the use of those now used by the Pennsylvania Central Railroad, but the report was laid on the table.

The Committee on Oil floxes and Journal Bearings was allowed until next session to report.

A resolution recommending that the draw bar, or the distance from the top of the rail to the centre of the couplings, both for freight and passenger cars, be fixed at two leet nine inches, was adopted. The Association his eventury visited the Tredegar Iron Works, where they partook of a handsome collation and expressed thesiselves much pleased with the great capacity and enterprise of that establishment.

Atter the transaction of a mass of unimportant

establishment.

After the transaction of a mass of unimportant business this evening the Association went into the election of officers for the ensuing year, when the Convention adjourned to meet at St. Louis on the 14th of June, 1872.

OSWEGO AND BOSTON RAILROAD.

OSWEGO, N. Y., June 15, 1871.

The Oswego and Boston Railroad Convention closed its sessions in this city to-day. Mr. Derby, of Boston, chairman of the Committee on Resolutions, reported among others the following, which were

reported among others the following, which were unanimously adopted:

Resolved, That the completion of the roadway from Duluta to St. Paul, the progress of the Northern Pacine Kallway, the recent appropriation of Canada for the enlargement of the Weiland Canat, and the rapid increase of the products of the West cleary indicate that the commerce of Lake Ontario will soon be greatly augmented.

Resolved, That it has been clearly shown that the Hoesac Tunnel under the Green Mountain range, two miles in length, will, by the energy, intropidity and resources of Massachusetts, be competed in little more than two years and before the close of business in 1873.

Resolved, that the completion of this great enterprise will open a new, direct and most important avenue for the transmission of Western products throughout the heart of the New England Statea to Boston, the British provinces and Europe, Resolved, That the city of Gweego, at the foot of the lakes, by its admirable position and harvor, its trade in coal, self and the control of the control of the control of the control of the lakes, by its admirable position and harvor, its trade in coal, self and the control of the lakes, by its admirable position and wealth, should have an easy and unbroken connection with the sew averence to the East.

Resolved, That there is conclusive evidence before the

an easy and unbroken connection with the new areas.

East.

Resolved, That there is conclusive evidence before the Convention that a railroad link can be made upon a direct route, and with easy gradients, and not exceeding twenty miles in length, to connect Oswego and the lakes with such

miles in length, to connect Oswego and the lakes with such new arone.

Resolved, That a new company should be organized to raise the necessary capital and to confirme such railway link with prompitude and despatch.

The following committee was appointed to take measures to carry into effect the object of these resolutions:—E. H. Derby and A. Crocker, of Boston; D. G. Fort and C. Ames, of oswego; George Villnms, of Westonville; G. S. Batchellor, of Saratoga; Jonath a Beach, of Bailston; H. W. Bentiey, of Boonville, and Culvert Comstock, of Rome.

Shocking Affair in Jersey City-Soleide Preferable to Incarceration is an Asylum.

A man named Denis McNeil, residing at the corner

of Wayne and Merseles streets, Jersey City, has exhibited symptoms of mental derangement for several days past. Mr. Harper, the landlord of the ouse in which McNeil resided, consulted the police on Wednesday about sending him to the State Asylum, and preparations were accordingly made to remove him. Whether McNeh heard of this is not positively known, but it is believed that he received information somehow. Last evening, about seven o'clock, the neighbors were atarmed by the announcement that the unfortunate man had committed shicide. Several persons rushed into the house, and a chilling spectacle was presented to them. Stretched on the floor, surrounded by streams of blood, lay McNeil, gasping and groaning. Medical aid was summoned, and it was found that he had plunged a razor into his abdomen, inflicting a deep wound, which is almost certain to prove fatal. He was conveyed to the City Hospital. It is supposed by many of the neighbors that McNeil preferred speedy death to incarceration in an asylum. lum, and preparations were accordingly made to

YACHTING.

Sixth Annual Regatta of the Atlantic Yacht Club.

Fourteen Vessels Entered-A Fine Race Between the First Class Sloops-The Agnes, Addie, Vixen, Nimbus and Flyaway the Winners-Wretched Management.

greeted the eyes of yesterday morning as it rose yachtsmen sickened inside their shir, fronts, and nothing short of that day being sacred to the sports of Neptune could have induced tuem in any numbers to wend their way to the fool of Montague street, Brooklyn, on the East river. A walk

A WILDERNESS OF SUGAR HOGSHEADS, which were being rolled about by the understrappers of the United States weighers, brought one to the steamers destined to convey the club and its friends to the bring race course. At nine o'clock the rain ceased and gave promise of a fine day. Although this was the advertised hour of starting it was thought better to let the lazy, lie-abed members have a chance to change their minds and come to see the sport. At the steamer William Fletcher cards bearing the barbarous bachelor inscription,

"FOR GENTLEMEN ONLY." admitted members of the press, the judges and such of the club members whose enthusiasin in yachting was greater than the desire to do the gallant. For the balance the pretty steamer Magenta lay at the wharf with a band on board and nobody to listen to their duicet strains. The tough German spirit of the musicians was broken by the rain, which had rolled down the mouth of the cornet to such an extent as hearly to choke the worthy player, who was used to nothing weaker than lager. At twenty minutes to ten the Fletcher steamed away in disgust for Gowanus Bay and hovered about there uneasily for over an hour, when at a quarter to eleven the Magenta steamed up, now fairly groan-

A DECKLOAD OF BEAUTY AND MANLINESS. The vessels of the fleet lay at their anchorage off Hunt's Dock, like a flock of sea guils waiting to spread their white wings and start for the nearest thousand miles or so of ocean. Here let the regatts committee come in for a recognition of their exquisitely bad management. The

ARRANGEMENTS WERE ALL TOPSY-TURVY and nobody seemed to have anything approaching a clear idea of what was about to happen, resulting, as will be seen further on, in gross negligence of some of the most important points in a vacht race. Yachting is no experiment in these waters. The requirements of a yacht race can be as casily laid down as the wants of a man's breakrast table; but the Ablantic Yacht Club seems to be as hopelessly ignorant of them as if the regatta of yesterday was the first thing of the kind that ever eventuated on this or any other side of the globe. The programme, in order to cover any haphazard, contained a full list of the fleet of the club, twenty-eight vessels of all classes, no note being made of which were entered or which were not. After a painful amount of neckaraning and glass-pointing it was made out that there were

FOURTEEN YACHTS IN THE RACE,

exactly half the number on the programme. No account could be reached of the programme of renown was the sole prize to be contested for. The race was divided

INTO THREE COURSES Yachting is no experiment in these waters. The re-

Nancy.......J. M. Sunpson. Orion G. M. Thayer.

The vesses were drawn up in four lines, according to their classes. At 11:41 the steam winsile sounded on board the Magenta, and the two schooners

WEIGHED ANCHORS PROMPTLY
and got away at 11:44. The first class sloops followed the schooners' lead, and in one minute and a half the remainder of the pretty racers stood up in their wake, with jibz, mainsaits and gaff topsaits set. The wind was very fight, blowing from the south-southwest, and the tide was the last of the ebb. The new schooner Agnes, with her new rig, naving no foretopmast, went cheerily away to windward on the port tack, maxing a long reach, and rapidly leaving her only antagonist—the lumbering Lois. The sight, as they ran over towards Staten 1-land, was very beautiful, the handsome Addie coming closely upon the fleets of the Agnes, the Peerless—of whom so much foolisa antagonistic criticism has been written—following and closing rapidly up. The Vixen,

WILL SAILED THROUGHOUT,

came next, and soon succeeded in passing the Peerless, then the little Viking, with the Daphne some four lengths behind. The fine form of the Gracie, just feeling the wind, now tripped past, grace uily as her name, and passing the boat before her with ease. The Qui Vive, the little Nautins, Fiyaway, the Naucy, the Apollo and Orion were next in order, the Nimbus being last. The Agnes turned on a short starboard tack at noon exactly. The Addie followed her closely, tacking four minutes. The Addie followed her closely, tacking four minutes. The Addie pollowed her closely, tacking four minutes. The Addie pollowed her closely, tacking four minutes. The Addie pollowed her closely, tacking four minutes, and passed the schooner at eighteen minutes past twelve, the three being now

Na BUNCI TOBETHER.

Again the Agnes cat up to windward, and the yachts passed through the Narrows in the sucjoined order:—Agnes, Addie, Gracie, Peerfess, Vixen, Orion, Qui Vive, Lois, Daphne, and at some distance Fiyaway, Nancy, Nimous, Apolio and Wiking. They now stool out for the Southwest Spit buoy, th

WEATHERED THE WHOLE PLEEP and showed them her spray-dashed heels. The Orion, by a lucky calculation, just int the exact point to tack, and was first past running very close to the budy. The following is the time at the Southwest

to tack, and was first past, running very close to the body. The following is the time at the Southwest Spit:—

Name. H. M. S. Name. H. M. S. Orion. 1 43 10 Agnes. 1 59 25 Addie. 1 44 50 Flyawing. 1 54 50 Vixen. 1 45 00 Nimous. 2 1 25 Gracie. 1 45 00 Nimous. 2 1 25 Gracie. 1 45 20 Qui vive. 2 2 20 Pec. tess. 1 45 46 Lots. 2 4 12 Daphine. 1 49 55 Nancy. 2 11 22 The Viking passed some ten minutes alterwards, but was not timed; the Apollo was not seen afterwards in the race. It now became apparent that the new feature in matters would give a spiendid race, as the breeze freshened considerably and every men of canvas compatible with safety was crowded on. The sendoners and the first class shoops stood off for the lightship, and the second and third for a stakeboat in Gedney channel, while the Figwawy had gone home. At this interesting period of the race the regatta committee had declud that the judges boat should return to

Time The Arrival Of A CLAM-SHELL, leaving the good yachts to get round the lightship untimed and unnoted. Accordingly the William Fleicher returned to Gowanus, and the neavens, in pity of the committee's stapidity, commenced to weep for them. The only satisfaction in the matter is that the judges were obliged to sit in the rain for an four in an open stakeboat, while the Fleicher returned to the scene of the linal struggle. On her way out she passed the hitle Flyaway off Baj Ridge dock at six minutes to four o clock P. M. The Viven was next met one mile outside Fort Hamilton at eighteen manutes past four. She was doling splendidly, and carried two jubs, a bailoon jib, a large gaff topsail and mainsail. Acresst of the West stank liospital the Orion, with a huge bailoon jio, passed at half-past four o'clock, and at five o'clock the Daphne, with her jio boomied out, setudded by. The Lois came up half a mise in her wase, not having rounded the baftship, closely februare.

lowed by the Nimbus, with an enormous balloop jib drawing her on. It was now declied to run down to romain and the control of the council of

Name. H. M. S. Name. H. M. S.
Flyaway 4 11 58 Naucy. 6 8 45
Vixen. 5 1 24 Addie. 8 15 33
Orion. 5 22 30 Peer.ess. 8 27 43
Daphae. 5 56 4 Agnes. (not timed)
Qui Vive. 6 6 22 Grucje. (not timed)
Ab ollo (broke her centreboar), not timed).
All the third class not timed, as the stakeboat in
Gedney's channel had been unmoored before they
reached it.
The winners are as follows:—

The winners are as follows:-Schooner race—Agnes. First class sloops—Addie, Second class sloops—Vixen. Third class sloops—No award. Fourth class sloops—Flyaway.

PACKER INSTITUTE.

Anniversary Exercises at the Brook'yn Academy of Music-Address by Mr. Goorge William Curtis.

The Academy was densely crowded last night, or the occasion of the twenty-fifth anniversary of Packer Collegiate Institute. On the platform were seated many prominent Brooklyn gentiemen, among others A. A. Low, Dr. Cochrane, of the Polytechnic Institute; Protessor Sprague, of Adelphi Academy; Professor Eaton and Professor Crittenden, of Packer Institute, and S. B. Chittenden.

After music by the orchestra the curtain rose, covering to the delighted audience some 500 beau-tiful girls, who were applauded to the echo. The beautiful girls sung a beautiful chorus, comp by Mrs. Chr stopher, of New York, and then Mr. A. A. Low, with a few pertinent remarks, introduced our gifted fellow citizen" George William Curtis. MR. CURTIS' ADDRESS

was characterized by his usual quiet, sarcastic logic, and he was enthusiastically applicated at the telling places. He began by saying:-What a golden ago he old times always seem to us. Somehow think that beauty was more beautiful then and bravery more heroic, and we some imes feel that fate has condemned us to the lees of time. But our reason wresties with our image nature; for who really believes the old times were better? Does it take three hundred years to make the story of the Gettysburg hero as thrilling as an act of Sir Philip Sydney? The brave Simmons in the disaster at new Hamburg was as brave as the Roman Horatius. Homer interests us to-day because we are doing and feeling what Homer sung about. I look out of my window and I see Alcobiaces; I see Acidas looking out of a coach; I come to the Packer Institutute and find Lady Jane Gray poring over Plato, and I am sorry to say that I often see little Titania

DOTING ON THE EARS
of her beloved Bottom. We see political corrupt of her beloved Bottom. We see political corruption all around us, but bad as it is, do not suppose the olden times were purer. A century ago the British King bought members of Parliament as we buy joints in a market and to-day one of the purest of statesmen, Gladstone, is virtually king. He cannot appoint the lowest cierk, and God speed the time when our Senators will have as little power, for nothing will so soon purge polities. The average duration of numan life is one of the best

The good old times were times when men died faster in the purest country air than now in the lowest

The good old times were times when men died faster in the purest country air than how in the lowest lance of the city. I do not mean to excuse the sins of the city. I do not mean to excuse the sins of the present, but he is a transf who fails to help make the new time better than guything that has passed. And of these new times there is one commanding element that I wish to speak of here and now, and that is the constantly

RESING ESTIMATE OF WOMEN.

Pericles said that to be the greatest glory of women was to be unknown caner or good or evil. Could Pericles be here to-algine we wound teach him a lesson. Many things show the resistless tendency of the times in regard to women, and it ought to be resistless; for there is nothing so barbaric as for one human being to say to another, "Thus far shall you be developed and no further," and this is what men have always said to women. The reasons urged against selecting an intelligent wife are very suggestive to us. Dean Swift says that the natural levity of woman wants ballast, and that if she organs to read books she will begin to despise her husband, and it seems that the women of those times were content to remain ignorant so as to be

FIT MATES OF THE MEN.

of those times were content to remain ignorant so as to be

FIT MATES OF THE MEN

of those times. The reason way our great drams
tists and the novelist Fielding wrote such unreadable things was because they wrote for men and tried
to mirror the conversation of men. "Why should
women be taught?" asks a great many mus in this
audience, "Sue doesn't need to be learned in
order to be a good mother and a dutiful wie."

Is it possible, then, for an ignorant woman to be a
good wife to an educated man? "The more languages a man has the more man is he." says Lord
bacon, and the more knowledge a woman has the
better mother is she. What do women want of
more education? is only a polite way of asking the
question of barbarism—the question of the old
Greeks. There is very little trace in our literature
of a really numane recreates to women. Shakspeare of a really humane reference to women. Shakspeare is, of course, the exception, and shelley, when he wanted to describe a noble lemmine quaracter, said,

wanted to describe a noble feminine character, said, "She was

ONE OF SHAKSPEARE'S WOMEN."

Even Addison's tone in speaking about women was excessively patronizing. He is always saying—"There, there, go and play with your pretty trines, my pretty dears."

Lord Hyron says of women that "mammon wins where ser apis might despair," and then this inclandoid and merals arraph goes off and marries a rich soman and forces her to leave han in a year. Even Mrs. Barbauld talks about "your nightest duty being to please." to please."
Has God made women for men and not

to please."

Has God made women for men and not Equality as not women?

Against alt the authority that I have quoted, against the deep-scated feeting that there is some monstreas peril in the tree development of women, I oppose the new spirit that is safely taking possession of the new times.

Mr. Curus then went on to inform the ladles that they are or regard compliments as a pretty mask of concempt, and that the man who most compliments a woman is the one that most despises ner. Men hope that women won't fly out of their sphere. I hope that nobody will all out of their sphere, I hope that nobody will all out of their sphere, I hope that nobody will all out of their sphere, I hope that nobody will all out of their sphere, I hope that nobody will all out of their sphere, I hope that nobody will all out of their sphere, I hope that nobody will all out of their sphere, I hope that nobody will be out of their sphere, I have to shope to make the sphere of anybody except by

I find that in reading history the sphere of woman most agreeable to men is the heaven-appointed sphere. A man tells me map per trees are ordained by Heaven to grow like vales; I go into his garden and see that he has torured a pear tree for into the shape of a vine. You cannot tell the sphere of any human being, except by giving him periect freedom of choice and morely of stown. It you find some woman in whom the love of learning supersectes all other love, then the sphere of that woman is study—not knowe, not Leander, but schence is ner lover, when a woman wishes to earn medicine she has as good a right as the long-ha red, sallow, dissipated boy

WHO KISSES HER

for what she is coling. Do you ask me if these are excentions of the coloning of the policy of the sallow.

dissipated boy

MIO KISSES HER

for what she is doing. Do you ask me if these are
feminine women? Florence Nightingale at the
moment of her heroic work seems to me quite as
womanly as a girl dancing, whose fress is embroidered with the wrinkies of another girl and
whose pearls are the tears of the poor. Jenny Lind
singing and Lucretia Mott working for the freedom
of the cheaved are doing what God by His great
ghis appointed them to do. What God gives woman
the power to do that only is truly femining. As a
sex,

GOD MADE WOMEN TO BE SPECIFICATION.

sex,

GOD MADE WOMEN TO BE SWEETBEARTS
and wives, but it is a libel on the sex to suppose the
equality of opportunity will make any woman less
sweet and lender and true. The godden age he
herore us, not ochind. The who e world hears the
great compand—"Speak to the children of Israe
that they go lotward." And the saland canner of
our advance bears on it the higher estimate of
woman. Forward we go to find the true woman in